

LINCOLN/LANCASTER COUNTY PLANNING STAFF REPORT

for December 7, 2005 PLANNING COMMISSION MEETING

PROJECT #: Change of Zone #04066, Miscellaneous #04015, Miscellaneous #05007

Note: This is a combined staff report for related items. This report contains a single background and analysis section for all items.

PROPOSAL: To amend Title 27, Zoning Ordinance, Title 26, Land Subdivision and the City of Lincoln Design Standards to adopt various screening and landscape amendments and pedestrian standards for commercial and industrial areas amendments. To reduce the front yard setback. To allow the Planning Director to approve waivers to the City of Lincoln Design Standards.

CONCLUSION: In conformance with the Comprehensive Plan. The proposed text changes for screening and landscape standards will substantially improve the visual appearance of City streets as intended in the previous applications. However, the new proposals are less extensive, and in many cases developers would be compensated by reduced front yard setbacks which provides more developable land. The proposed text for pedestrian circulation standards in commercial and industrial areas will substantially improve opportunities for pedestrian movement which is an identified goal of the Comprehensive Plan. Proposed new language will allow staff to determine "substantial" conformance with design standards and to approve waiver requests.

RECOMMENDATION:
Change of Zone #04066
Miscellaneous #04015
Miscellaneous #05007

Approval

Approval

Approval

GENERAL INFORMATION:

HISTORY:

Nov. 10, 2005 Landscape screening amendments and pedestrian standards presented to the Mayor's Neighborhood Roundtable.

November 9, 2005 Briefing with Planning Commission on the proposals.

November 8, 2005	Pedestrian standards presented to the Lincoln-Lancaster County Board of Health and are given vote of support.
October 11, 2005	Pedestrian standards presented to the Mayor's Pedestrian and Bicycle Advisory Committee and are given vote of support.
Sept. 20, 2005	Public meeting held to discuss landscape screening amendments and pedestrian standards with public and representatives of the development community.
Sept. 8, 2005	Pedestrian standards presented to the Mayor's Neighborhood Roundtable.
April 28, 2005	Public meeting held to discuss landscape screening amendments with public and representatives of the development community.
April 13, 2005	Landscape screening amendments; CZ #04066, Misc. #04015 and Misc. #05007; were placed on pending by Planning Commission to allow for additional dialogue with representatives of the development community.
October 19, 2004	Public meeting held to discuss landscape screening amendments and pedestrian standards with public and representatives of the development community.
October 14, 2004	Landscape screening amendments and pedestrian standards presented to the Mayor's Neighborhood Roundtable.
September 2004	Planning Director withdrew CZ #3292, Misc #00011, Misc. #02002 and Misc. #02003
September 2004	Multi-Modal Transportation Study Final Report completed; calls for development and implementation of pedestrian standards.
May 2002	Misc. #02002 and Misc. #02003 to amend Title 26 were placed on pending by Planning Commission, due to opposition to wider (120'-130') rights of way for arterials in new development areas.
2002	Comprehensive Plan adopted, including the wider right of way requirements and strategy to develop pedestrian standards.

February 2001 CZ #3292 and Misc. #00011 for Entryway Corridors was placed on pending by Planning Commission due, to opposition of owners along I-80 to extensive new design standards for interstates.

History of Screening and Landscape Standards:

Four years ago, the proposed "Entryway Corridors District" ordinance was heard by the Planning Commission and placed on the pending list. A little over three years ago, a package of proposed ordinance amendments referred to as "Public Way Corridors" was heard by the Planning Commission and placed on the pending list. Since that time, many circumstances have changed: the 2025 Comprehensive Plan was adopted, other studies have been completed, and several new Planning Commissioners were appointed.

The Planning Department reconsidered these proposals in light of the changed circumstances, evaluated the likelihood of specific recommendations being approved, weighed the impact of specific proposals on the appearance of the community as well as the impact on the property owners who will develop and acquire property, and put these proposals into the context of other issues and initiatives. As a result of this review, the Planning Department withdrew the applications on pending, and submitted a new set of applications to the Planning Commission and City Council for public discussion and hearings in April of this year. Those amendments were placed on pending by the Planning Commission to allow for more dialogue, which occurred and resulted in the attached reformatted amendments.

The **"Entryway Corridors District"** amendments contained a set of special design standards that were intended for the development of properties abutting the I-80 and I-180 corridors. The standards were based on a consultant report completed in 2000 that analyzed these corridors. The report and ordinance amendments were prepared as a result of the general interest expressed by City Council members in improving the appearance of the city's major entryways. A companion report looked at the prospects for enhancing the West Cornhusker corridor between the airport and I-180, and that study did result in some landscape improvements near the airport. Continuing Council interest in the visual appearance of the city also has been demonstrated by:

Neighborhood Design Standards to ensure that new residential construction in the pre-1950 city limits is compatible with the character of the surrounding neighborhoods.

Special state and local restrictions for development in the environs of the State Capitol,

A more restrictive sign code regarding billboards, adopted in 2000, which included special limitations at the intersection of key roads with the city boundaries.

Close review of development proposals like cellular towers that might have adverse visual impacts.

Revitalization plans for public and private land in the Antelope Valley area east of the downtown.

The focus on the interstates was well intended. Interstate 80 and Interstate 180 carry more traffic and are on view to more passers-by and visitors to Lincoln than any other roads. Much of the bordering land is undeveloped, providing the opportunity to avoid mistakes of the past allowed along the city's older entryways.

The "entryway" special design standards for buildings and landscaping of properties abutting the freeway rights of way included:

- Special 50 foot landscape buffers and 100 foot building/sign setbacks
- Service/loading areas restricted from facing the freeways
- Masonry comprising at least 65% of the walls facing the freeways
- Berms or solid planting along the freeway frontage that is 15-20 feet in height
- Landscaping from a special palette of native materials
- Lighting shielded and limited in brightness like the parking lots in newer zoning districts
- Screening of rooftop mechanical equipment
- Special sign controls (withdrawn from the package after the original submittal)

"Public Way Corridors" was the term used in the 1994 Comprehensive Plan for wider, multiple-use arterial corridors proposed in the city's future growth areas to better accommodate the demands of vehicular and pedestrian circulation, utilities, lighting and landscaping. The concept was carried into the 2025 Comprehensive Plan adopted in 2002, and the new right-of-way width for arterial streets as stated in the Plan since has been the basis for required street dedications in the developing areas. The original term was dropped in later communications, but is used in this memo for convenience. After a consultant study and adoption of a Comprehensive Plan amendment in 1999-2000 referencing this concept, City staff developed a proposed set of ordinance amendments in 2000-2001. Those proposed amendments went through public review and to the Planning Commission for public hearing in April 2002. Numerous objections were raised by speakers at the hearing, and the Planning Commission put the proposal on pending.

The "Public Way Corridor" amendments were intended to address a variety of issues, with some provisions only applicable to the new, wider arterials and others applicable to the older arterials as well. Some of the amendments addressed issues of visual appearance, but there were other objectives as well.

The proposals included:

- Revise the standard in the Subdivision Ordinance for arterial street right-of-way width in developing areas from 100 feet to 120-130 feet.

- Provide compensating development flexibility in exchange for dedicating this additional right of way: treating the additional land as easement so that it can be

included in front yard requirement, reducing the front yard requirement in certain districts, and reducing the minimum lot depth requirement for residential lots.

Allow street trees to be planted in the wider rights of way of these new arterials.

Require that some landscaping be planted along with fences that are installed to meet the City's screening requirements along arterial streets

Require that any new fences along the rear of double frontage lots abutting arterial streets be constructed with openings, so that the property owners can access the right-of-way for maintenance

Require a minimum 12 foot front yard landscape area for auto sales lots in the City's older business districts, which currently can be paved right up to the front property line.

Increase the density of parking lot screening, eliminate the provision that allows a reduction in screening with increased setbacks, and require additional parking lot trees.

Provide standards for property owners who want to enhance landscaping in street rights-of-way.

Amend the phasing and bonding requirements for street trees and sidewalks to make them less cumbersome for developers.

Require that landscaping be installed by certified and approved nurserymen or contractors.

History of Pedestrian Standards:

Draft pedestrian standards for commercial and industrial areas have been developed for review and discussion over the past year. These proposed design standards for pedestrian circulation have now been combined with the draft screening and landscape standards into this one submittal. The pedestrian standards as proposed are an outgrowth of the call for the implementation of pedestrian standards in the Comprehensive Plan that was adopted in 2002, as well from a more detailed discussion and call for pedestrian standards in the Multi-Modal Transportation Study Final Report which was completed in 2004.

COMPREHENSIVE PLAN SPECIFICATIONS:

- F-40 Due to lesser potential impacts, the centers can be located closer to residential, though residential uses should be buffered through landscaping, large setbacks and transitional uses, such as office or open space.
- F-41 Physical linkages (i.e., sidewalks, trails, roads) should be utilized to directly connect Commerce Centers with adjacent development, although undesirable traffic impacts on adjacent residential areas should be avoided or minimized.
- F-42 Commercial locations should be easily accessible by all modes of transportation including pedestrian, bicycle, transit and automobiles. Center should be especially accessible to pedestrians and bicycles with multiple safe and convenient access points.
- F-42 Buildings with more intrusive uses should have greater setbacks, screening requirements and be built of more compatible materials.
- F-51 Lancaster county boasts a diverse set of environmental resources and landscape types that should be respected and maintained.
- F-51 Environmental Stewardship
“Clean air, clean water, parks and open space, mature trees, signature habitats, and prime and productive farmlands are valuable assets. Conservation areas, floodplains, green spaces, and parks define, and help to create linkages between, neighborhoods and surrounding population centers. The Comprehensive Plan takes into consideration the effects of natural phenomena not only upon localized development, but also upon the community as a whole, upon private ownership issues, and upon recreational opportunities. The Plan thus commits Lincoln and Lancaster County to preserve unique and sensitive habitats and endorses creative integration of natural systems *into* developments.”
- F-52 Signature landscapes provide visual images of the community’s natural and cultural history and serve as a reminder of the ecosystem that forms the community’s urban and rural economic base.
- F-54 Urban Forest— This feature refers to the trees and other woody plants that have been planted or grow naturally within the limits of the communities in Lancaster County. Though many may not consider the urban forest to be part of the “natural environment” it represents a significant community investment —exemplifies in Lincoln being a “Tree City”— with its elimination or neglect having substantially detrimental consequences.
- F-57 Make “green space” an integral part of all environment—“Green space” can come in a wide variety of forms. The policies of the Comprehensive Plan should strive to incorporate such uses in the full range of urban and rural landscapes.
- F-60 Buffer areas should be sought, as ecologically appropriate, along Greenway stream corridors with significant natural values worthy of continued preservation and/or to decrease impacts from adjacent future land uses; such impacts may include natural areas protection strategies and/or stormwater management considerations. Further the continued development of the urban forest through design standards and other current planning mechanisms.

Preserve the existing tree masses as much as possible by integrating them into future development plans.

- F-87 The overall objectives of the transportation plan include:
- Developing a balanced transportation system that meets the mobility needs of the community and supports Lincoln and Lancaster County's land use projections and plan.
 - Using the existing transportation system to its best advantage.
 - Creating a sustainable transportation network that minimizes energy consumption and environmental pollution.
 - Increasing the use of alternate means of transportation, including public transportation, bicycle transit, and pedestrian movement, by improving and expanding facilities and services and encouraging compact, walkable land use patterns and project designs.
 - Continuing Lincoln's street and trails network into newly developing areas.
 - Designing a street and road improvement program that is both physically attractive and sensitive to the environments of urban neighborhoods.
 - Maximizing the safe and efficient movement of railroad traffic, while minimizing street conflicts and reducing the creation of barriers created by rail corridors.
 - Enhancing aviation facilities, while minimizing their effect on surrounding land uses.
- F-90 Pedestrians should be visible to motorists and other pedestrians. Pedestrians should be separated from motorists and bicyclists.
- F-90 Pedestrian amenities should include landscaped parkways with street trees between the street and sidewalk.
- F-92 Pedestrian standards should be prepared for public and private developments. These standards should consider existing and future pedestrian activity centers. The standards should be realistic and easy to understand. Checklists maybe used to implement the standards.
- F-140 The community should continue its commitment to establishing and managing an urban forest. Strategies include, continue planting public trees along streets and in parks; and develop programs to encourage public participation in planting and management of public trees.

ANALYSIS:

Purpose

Parking lot landscaping and landscaping in general needs to be encouraged because it brings many benefits to the community. Landscaping contributes to the beauty and attractiveness of our communities. Trees and plants bring aesthetic, environmental and economic benefits to a community. They provide shade and seasonal color, mitigate visual blight associated with parking lots and screen incompatible land uses. Landscaping ensures public safety by providing protection for the pedestrian from vehicular traffic. It enhances the safety of parking lots by guiding the circulation of cars and people. Landscaping can be used to control access to parking lots and provide reference points for entrances and exits.

Environmental benefits of trees and other landscaping can complement the aesthetic value. Environmentally, plants play a significant role in modifying the climate of the immediate area. Vegetation improves air quality by absorbing pollutants and filtering impurities, moderates daily temperatures by absorbing sunlight and disperses sound energy. Trees can play an important role in deadening unwanted noise. Sound waves are absorbed by a tree's leaves, branches, and twigs and deflected by heavier branches and trunks. Plants also reduce soil erosion and storm water runoff.

Landscaping adds value to property by making commercial property more appealing to shoppers. They provide a pleasing transition from the road to the shopping center. In residential subdivisions, homeowners desire lots with trees even if there is additional cost. Certain arrangements of plants around buildings may help to conserve energy by creating an insulating effect.

A program of studies at the Center for Urban Forest Research confirms that trees in cities reduce storm water quantity and improve surface water quality, reduce urban heat island effects, reduce levels of pollution particulates in the air, and reduce building energy costs. Other investigators have found that trees affect urban economics by increasing desk workers productivity, residential property values, commercial rental rates, and shopper's willingness to pay for goods in business districts. In the transportation context, drivers highly prefer views of trees in the roadside and a view of nature while driving contributes to reduced physiological stress in drivers.

Sources:

"Tree Conservation Ordinances"; American Planning Association, Planning Advisory Service Report #446; 1993

"Preparing a Landscaping Ordinance"; American Planning Association, Planning Advisory Service Report #431; 1990

"The Aesthetics of Parking"; American Planning Association, Planning Advisory Service Report #411, 1988

"Parking Lot Landscaping"; American Planning Association, Planning Advisory Service Report #335; 1978

"Trees and Parking Lots"; The National Arbor Day Foundation, Tree City USA Bulletin #24, 2001.

"Trees and Roadside Safety in U.S. Urban Settings"; Paper presented to the annual meeting of the Transportation Research Board, January 2005.

Landscape Screening Amendments:**1. *Front Yard Setback***

Reduce the front yard setback in the O-2, B-2, B-5, H-1, H-2, H-3, H-4, I-2 and I-3 to 20' for buildings, parking and driving aisles. This will create more “usable” land and the opportunity for better pedestrian connections from the sidewalks in the abutting streets, but move the driving aisle out of the front yard except for drives that are perpendicular to the street.

2. *Arterial Street Cross section*

Adopt typical arterial street cross-sections and location of utilities, sidewalks, and landscaping for 120 foot and 130 foot arterial streets. This merely reflects and describes the standard already adopted in the Comprehensive Plan.

Adopt typical design standard showing adjustments when a trail is included in the street right of way.

Accommodate right turn traffic lanes by dedication of 70 feet from centerline with 60 feet on the opposite side, to ensure an adequate safety zone between the curb and sidewalk.

3. *Street trees & landscape screening*

Plant street trees in the right of way, between the curb and sidewalks, along major streets with 120' or more of right-of-way (ROW), where they can protect pedestrians and improve the streetscape. Street trees would continue to be planted on private property on major streets with less than 120' of ROW

Street trees may be planted in the right of way of state highways, including Interstate 80 and I-180, but only with permission from Nebraska Department of Roads. If permission is not granted, the trees shall be planted on private property adjacent to the right of way.

The screen along major streets with double frontage lots shall consist of only plants and/or earth berms, or a combination of fence and landscaping. Fences and/or walls may provide a maximum of 70% of the total screening requirement. The current practice is to install a 6' high fence. The proposed text would require some landscaping to be provided along the street side of the fence to relieve the visual monotony of a bare fence. The landscaping could be planted in the right of way with the fence installed along the property line.

Provide a 36 inch wide opening or gate in the fence for each double frontage lot to access the area between the street pavement and the property line for maintenance. Two adjoining lots may share the same opening. Such opening may be waived if a property owners association is created for the maintenance of other common facilities and will assume the maintenance of the area between the curb and the property line including the shrubs and sidewalk.

Require a minimum 6 foot landscaped area along front yards for new development in B1, B-3, H1, H2 and H3 districts. Development in these older business districts currently is permitted with paving areas extending all the way to the street right of way.

Decrease number of trees per building coverage from 4 trees per 10,000 s.f. of building coverage to 3 trees per 10,000 s.f. in the O-3, B-2, B-5, I-2 and I-3 districts. This reduction would compensate for the proposed increase in parking lot trees and leave the total tree planting requirement essentially the same in these newer zoning districts.

Increase tree canopy in parking lots:

- P Increases the minimum ratio of parking lot trees per square foot of parking area from 1 per 10,000 sq ft. to 1 per 6,000 sq ft.
- P Simplifies the method that determines the required number of shade trees. Determining the number of trees has been simplified by eliminating the need to calculate canopy coverage based on the tree's mature spread.
- P Increase minimum planting area from 36 square feet to 50 square feet.

Increase density of screening requirements for parking lots:

- P Eliminate the current reduction in screening when parking lots have additional setbacks
- P Increase density of the four foot screen in front yard from 60% to 90%, the same as required currently along side and rear yards adjacent to residential zones.
- P Add screening requirement for driving aisles, vehicle service and queuing areas.

Adopt new standards for landscaping called "*Design Standards for Landscaping Streetscapes, Medians, Boulevards, Roundabouts, and Arterial Streets.*" These standards were developed by the Parks Department to govern plantings desired by and paid for by the private sector in nearby street right of way.

4. Other Screening

Screen refuse areas, waste removal areas, service yards, storage yards, recycling areas, exterior work areas, and ground level mechanical equipment within 150 feet of street ROW and within the public view or abutting a residential district.

5. Waivers

Allow the Planning Director to administratively approve waivers.

Comparison of Other Cities

A review of other cities was conducted to review the landscaping requirements within each city. Cities reviewed were Austin, TX; Boulder, CO; College Station, TX; Columbia, MO; Des Moines, IA and Lawrence, KS. All of the cities reviewed have landscaping requirements that include parking lot screening, internal landscaping of parking lots, screening of incompatible uses and street trees.

Boulder, College Station and Lawrence all require a 100 % screen of parking lots from 0-3 feet above the ground. Austin does not require perimeter screening, but does require end islands to be landscaped with trees and parking spaces may not be located further than 50 feet from landscaped area or tree.

Boulder, Columbia, and Lawrence require screening of outside storage areas and trash areas. A comparison table is included at the end of the staff report.

Grandfather Clause

These revisions would only apply to new applications made after the proposed amendments are approval by the City.

Proposed Changes to Streetscapes by Zoning District

Following is a table that summarizes the proposed changes by zoning district. There are no changes being proposed for the O-1, O-3 and B-4 districts.

<u>Zoning</u>	<u>6' Landscape Strip</u>	<u>Current Front Yard</u>	<u>Change To 20' Front Yard</u>	<u>Front Yard Landscape</u>
O-1	no	0'	no	no
O-2	no	30' or same as abutting residential district, whichever is lesser	yes	yes
O-3	no	20'	no	no
B-1	yes	20'	no	no
B-2	no	50'	yes	yes
B-3	yes	0' or same as abutting residential district	no	no

B-4	no	20' or 0' depending on location or same as abutting residential district	no	no
B-5	no	50'	yes	yes
H-1	yes	25'	yes	no
H-2	yes	25'	yes	no
H-3	yes	30'	yes	no
H-4	no	50'	yes	yes
I-1	no	15'	no	yes
I-2	no	50'	yes	yes
I-3	no	50'	yes	yes

Pedestrian Standards Amendments:

Purpose of New Standards

The design and installation of sidewalks within existing and new areas in the City of Lincoln affect such matters as pedestrian and vehicular safety, pedestrian convenience, healthy living factors, and the general appearance and livability of the city. The design and installation of sidewalks within all commercial and industrial use areas to provide for a minimum amount of safety and connection is a matter of city-wide concern. The adoption of these design standards will more clearly explain what is both desired and required of developments to best meet the needs of the pedestrian. Also, implementation of these design standards will provide improved pedestrian convenience and connections, improved safety, and a built environment that provides better opportunities for increased physical activity.

The new pedestrian design standards will be applicable in the following sections of the zoning code: O-2, O-3, R-T, B-1, B-2, B-3, B-5, H-1, H-2, H-3, H-4, I-1, I-2, I-3, Permitted Special Use: Health Care Facilities, and Permitted Special Use: Clubs respectively.

Proposed Standards

- ! An on-site sidewalk system shall be constructed along streets and drives (both public and private) and shall connect to the sidewalk system on abutting streets.
- ! Each building and pad-site shall connect to the on-site sidewalk system by way of a sidewalk that serves the main entrance of each building and pad-site.
- ! The sidewalk along the front of each building that includes the main entrance(s) to the building shall be required, with a minimum five (5) foot clear walking space. Where angle or 90 degree parking abuts the sidewalk, a minimum of 2.5 feet of a parked car overhang obstructing the sidewalk shall be taken into account when providing this five foot clear walking space. An eight (8) foot clear walking space is required along the front of a building when the building size is 50,000 square feet in gross floor area or greater and is in retail use.

- ! Sidewalks shall be constructed to serve pedestrian movement on site in as direct a manner as possible with a maximum 300 foot diversion for pedestrians to be used as a standard for identifying directness.
- ! With the exception of where sidewalks cross driveways, sidewalks shall be separated from vehicle parking and vehicle maneuvering areas by grade differences, paving material, and/or landscaping.
- ! The on-site sidewalk system shall connect with existing or planned bicycle trails which abut the site but are not necessarily adjacent to the streets abutting the site.
- ! Installation of on-site sidewalks shall coincide with and complement required street trees and on-site landscaping requirements.
- ! All on-site sidewalks (except for those that abut the fronts of buildings as discussed above) shall provide a minimum of four (4) feet of clear walking space in width and shall be constructed in accordance with sidewalk standards adopted by the City Engineer including all applicable ADA standards.

Optional Floor Area Incentive Standards

Additional pedestrian amenity possibilities are included in the proposed pedestrian circulation standards chapter of the Design Standards for the purpose of further explaining what is needed to obtain the optional Floor Area Incentive bonus offered in the Lincoln-Lancaster Comprehensive Plan. The following design features are needed in site designs to identify which developments are truly pedestrian oriented.

- ! Sidewalks installed on both sides of private drives.
- ! Additional clear walking space, in addition to the required 8 feet, provided along the front of large retail buildings.
- ! Internal parking lot design that provides for the comfort and safety of the pedestrian through the provision of sidewalk facilities within the parking area.
- ! Provide for even greater pedestrian orientation through enhanced site design features.
- ! Bicycle racks provided in convenient and secure areas within a development.
- ! Provisions made for transit opportunities in the design of a development.

Review Procedures

A pedestrian circulation plan shall be required of submittals to include a detailed scaled drawing of the site under review, showing the location, orientation, and dimensions of existing and proposed sidewalks and pedestrian facilities in compliance with these Design Standards for Pedestrian Circulation. The City-County Planning Department shall serve as the coordinating agency for the review and approval process required for developments involving plats, use permits, special-use permits, and Planned Unit Development procedures.

The City of Lincoln Public Works and Utilities Department shall serve as the coordinating agency for the reviews and approvals required through the building permit process or other such process as approved by the Director of Public Works and Utilities. The Planning

Department will assist in the review of the pedestrian circulation plan when submitted during the building permit process. In existing commercial and industrial areas, improvements in the form of building additions or reconstruction of 50% or more of assessed value of the property will trigger the requirement to abide by these pedestrian design standards.

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Landscape Comparison Tables

General Landscaping Requirements

City	Landscaping Requirement
Austin, TX	20% of landscape yard must be landscaped (Landscape yard = area from front of building to front lot line, side yard to side yard.)
Boulder, CO	One tree and five shrubs for every 1500 square feet of area not covered by buildings, parking, or drives.
College Station, TX	30 "points" required per 1000 square feet of site area, where shrubs = 10 pts, and canopy trees = 75 - 300 pts.
Columbia, MO	15% of total lot area must be landscaped
Des Moines, IA	20% of total lot area must be landscaped open space
Lawrence, KS	One tree per every 2500 - 4000 square feet depending on zoning district.

Streetscape Requirements

City	Landscaping Requirement
Austin, TX	Vegetation within 100 feet of dedicated right-of-way may not be cleared
Boulder, CO	A planting strip of deciduous trees must be planted along the full length of all public and private roads in all districts. Recommended spacing: 20' for small trees, 30' for medium trees, and 40' for large trees
College Station, TX	One canopy tree per 25 linear feet of frontage along an arterial, freeway, or expressway One canopy tree per 32 linear feet of frontage on all other roads 300 additional landscape points required per 50 linear feet of frontage (Trees = 75 -300 pts, shrubs = 10 pts)
Columbia, MO	One tree required per 50 linear feet of frontage
Des Moines, IA	One tree required per 30 linear feet of frontage
Lawrence, KS	One tree required per 40 linear feet of frontage

Parking Lot Screening

City	Landscaping Requirement
Austin, TX	
Boulder, CO	100% screened from 0 - 3.5' above grade adjacent to street One tree per 25 linear feet
College Station, TX	100% screen from 0-3' above ground
Columbia, MO	
Des Moines, IA	1 tree and 3 shrubs required per: 50 linear feet of landscape strip (Residential & office.) 100 linear feet of landscape strip (commercial & industrial) 1 tree and 10 shrubs per 40 linear feet in planned comm. & office
Lawrence, KS	100% screening required from 0-3' above ground

Parking Lot - Interior Landscape Requirements

City	Landscaping Requirement
Austin, TX	60 - 90 square feet of landscaping required for every 12 stalls Landscaped end islands with trees required All stalls must be within 50 feet of a landscaped area or tree
Boulder, CO	5-10% of parking lot must be landscaped, depending on size of lot One tree required per 200 sq. ft. of interior landscaped area
College Station, TX	A landscaped <i>end island</i> of at least 180 sq. ft. is required at both ends of every row A landscaped <i>interior island</i> of at least 180 sq. ft. is required per every 15 stalls. (May be grouped, but must be distributed evenly.)
Columbia, MO	Parking areas may be no larger than 150 stalls. If more stalls are required, multiple 150 stall lots may be built, separated by 10' wide landscaped strips. One tree is required per 50 linear feet of landscape strip, and strips must contain 4 different plant material types. 30% of required trees must be medium to large shade trees
Des Moines, IA	1 tree and 3 shrubs (located in 9' X 17' beds) required per 20 stalls in residential and office, 25 stalls in commercial and industrial and 40 stalls in planned commercial or office Parking lots over 100 stalls require pedestrian walkway system
Lawrence, KS	15 % of interior parking area must be landscaped One island with a tree and shrubs for every 20 parking stalls Islands must be 200 sq. ft. for a double row, 100 for a single

Screening of Incompatible uses, storage, etc.

City	Landscaping Requirement
Austin, TX	<p>Perimeter of multi-family and mobile home uses must be screened from zones where these uses are restricted</p> <p>Water and stormwater facilities as well as car storage areas must be partially screened</p> <p>Civic uses must be screened when adjoining a more restrictive dist.</p>
Boulder, CO	100% screening of trash collection, recycling, and service areas
College Station, TX	<p>10-50' buffer required depending on compatibility of abutting use</p> <p>Wall or fence 6-8' tall typically required</p> <p>If no fence; one 3' tall shrub every 3 linear feet <i>and</i> one 2" caliper canopy tree every 25 linear feet.</p> <p>If fence required; one 1.25" caliper non-canopy tree every 15', <i>or</i> one 3' tall shrub every 3 linear feet, <i>and</i> One 2" caliper canopy tree for every 25 linear feet</p> <p>50% of all shrubs must be evergreen</p> <p>Irrigation is required</p>
Columbia, MO	<p>Loading docks and other pave areas within 50' of residential must be 80% screened from 1 -5' above grade.</p> <p>Storage areas and incompatible uses must be screened at 80% from 0-8' above grade.</p>
Des Moines, IA	<p>Between residential and non residential uses, a 6', 75% opaque fence or wall is required.</p> <p>Additional screening depends on lot size: 1,2, or 4 deciduous trees per 100 linear feet, and 3,6,or 8 evergreen trees per 100 linear feet. (Corresponding lot sizes are: less than 15,000, 15,000-100,000, and over 100,000 sq. ft)</p>
Lawrence, KS	<p>Outdoor storage must be screened. Trash enclosures shall be screened on three sides with a solid 6' fence or wall.</p>



An arterial with the sidewalk too close to curb



A fence screen that needs landscaping to soften the appearance



Good example of parking lot screening





Sidewalk should continue along drive to building.



Driving aisle in front yard with no landscaping leaves an undesirable streetscape



No sidewalks along main drive into development



A good example of showing adequate distance between curb and sidewalk to plant street trees



Example of lack of pedestrian access to commercial pad site.



Example of direct pedestrian access to commercial pad site



Example of lack of pedestrian access to commercial pad site.



Example of direct pedestrian access to commercial pad site



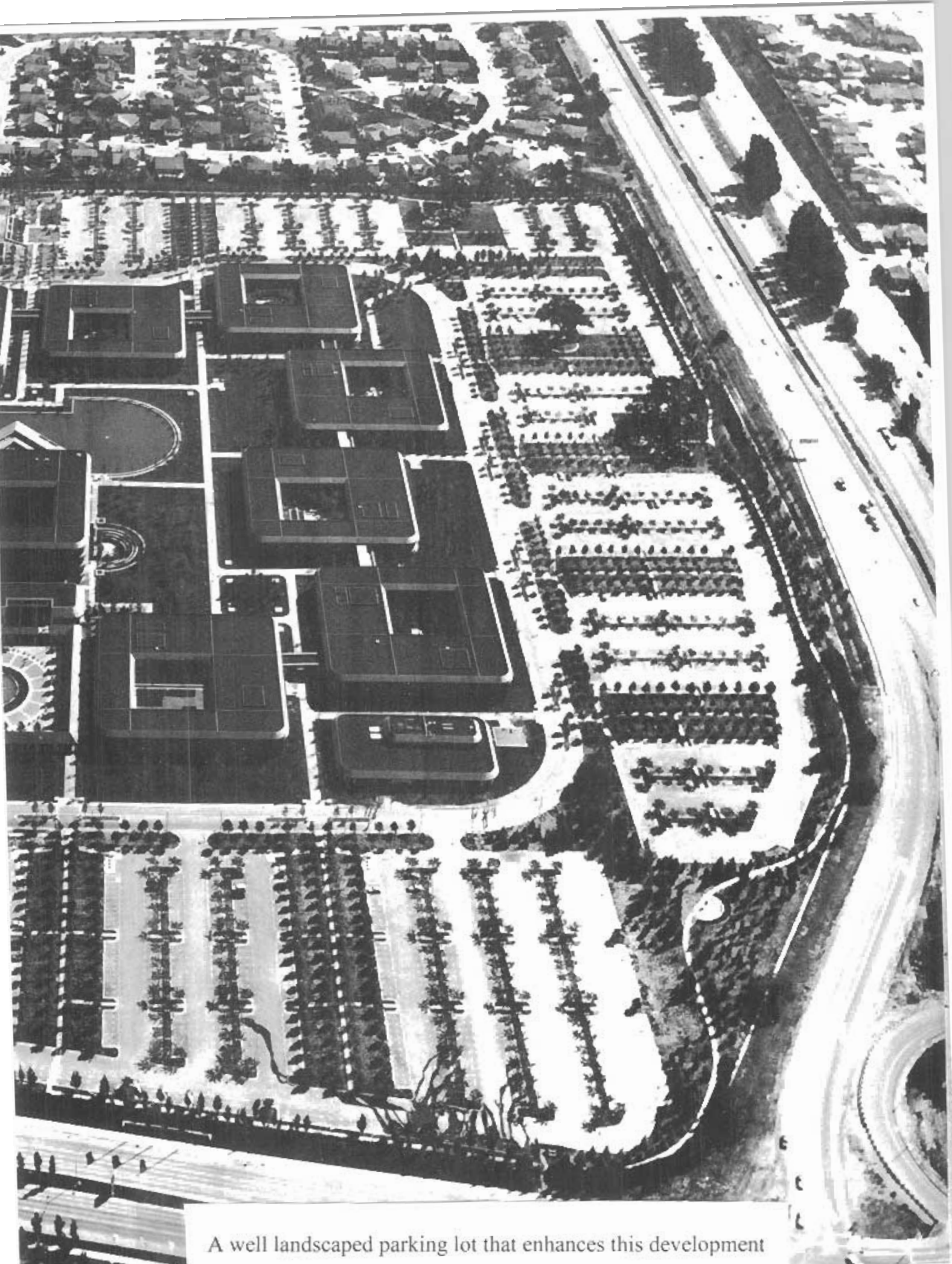
Pedestrian access along drive into development



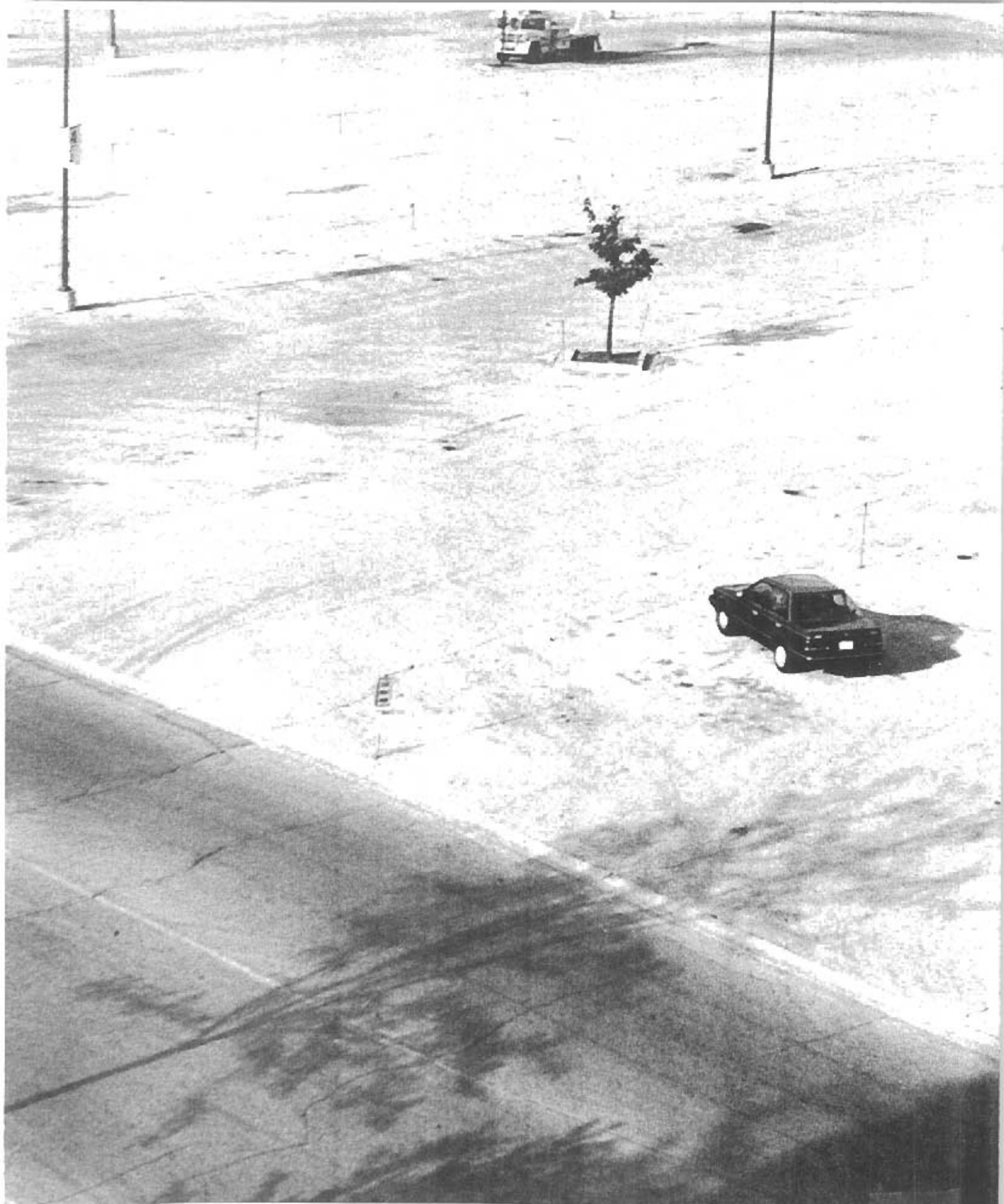
Good sidewalk connection into commercial pad site



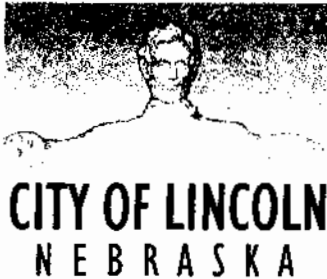
Pedestrian access along drive into development



A well landscaped parking lot that enhances this development



An undesirable parking lot.
The one tree does nothing to break up the rows and rows of parking.



Lincoln-Lancaster County
Health Department
Bruce D. Dart, MS, Health Director
3140 "N" Street
Lincoln, Nebraska 68510-1514



402-441-8000
TDD: 402-441-6284
fax: 402-441-8323
health@lincoln.ne.gov



MAYOR COLEEN J. SENG

lincoln.ne.gov

November 8, 2005

Marvin Krout, Director
Lincoln/Lancaster County Planning Department
555 S. 10th Street, Suite 213
Lincoln, NE 68508

RE: Lincoln-Lancaster County Board of Health Support for "Design Standards for Pedestrian Circulation in Commercial and Industrial Areas"

Dear Mr. Krout:

The Lincoln-Lancaster County Board of Health reviewed the draft "Design Standards for Pedestrian Circulation in Commercial and Industrial Areas" at its November 8, 2005, meeting. As you are aware, four members of the Board of Health have been working with four members of the Lincoln-Lancaster County Planning Commission over the past several months to discuss how community planning can increase the level of physical activity among our residents to improve our community's health. These design standards for pedestrian circulation support the preliminary findings of this joint committee by helping Lincoln become a more pedestrian friendly community through the built environment.

The members of the Board of Health voted unanimously at its November 8 meeting to support these pedestrian design standards. We understand that this item has been scheduled for a public hearing at the November 23, 2005, meeting of the Lincoln-Lancaster Planning Commission.

The members of the Board of Health look forward to continued discussion regarding community health efforts such as improved pedestrian standards that support a more active community.

Sincerely,

Larry Hudkins, President
Lincoln-Lancaster County Board of Health

cc: Planning Commission



**PEDESTRIAN/BICYCLE ADVISORY
COMMITTEE**

2740 "A" STREET

LINCOLN, NE 68502

October 14, 2005

Mayor Coleen J. Seng
City of Lincoln
555 S. 10th Street, Suite 208
Lincoln, NE 68508

RE: Design Standards for Pedestrian Circulation in Commercial and Industrial Areas

Dear Mayor Seng:

The Pedestrian/Bicycle Advisory Committee (PBAC) has been working with City staff over the past several months to enhance pedestrian standards throughout our community. We have reviewed the draft copy of Design Standards for Pedestrian Circulation in Commercial and Industrial Areas at both our September 13, 2005, and our October 11, 2005, meetings of the PBAC. Included in these design standards are requirements for pedestrian circulation and facilities within commercial and industrial areas that members of the PBAC feel are critical to making Lincoln a pedestrian friendly community.

The members of the PBAC voted unanimously at its October meeting to support these pedestrian design standards. We understand that this item has been tentatively scheduled for a public hearing at the November 9, 2005, meeting of the Lincoln-Lancaster Planning Commission.

The members of the Pedestrian/Bicycle Advisory Committee hope that continued discussion occurs regarding other areas of our community in need of improved and detailed pedestrian and bicycle standards.

Sincerely,



Dalyce Ronnau, Chair
Pedestrian/Bicycle Advisory Committee

cc: Planning Commission